

I-465 Northwest Improvements Study

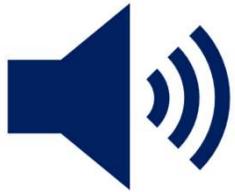
Virtual Public Information Meeting



September 8, 2021

Thank you for joining! The presentation will begin soon.

Meeting Format



All participants will be placed in **“Listen Only”** mode during the Presentation.



Comments or questions may be submitted during the presentation by typing them in the control panel **Question pane**.



Responses to comments and questions will be provided by a member of the project team after the meeting.



This meeting is being recorded for **future viewing** on the INDOT website.

Virtual Meeting Format

- **Welcome & Introductions**
- **Regional Projects Overview**
- **Project Overview**
- **Environmental Study Process**
- **Project Need & Objectives**
- **Questions & Discussions**

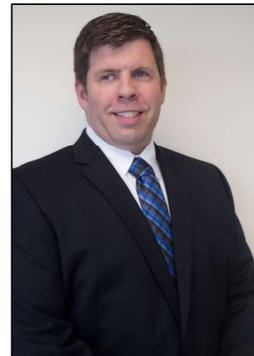


Welcome

- Project Team Introductions



Runfa Shi, P.E.
INDOT Project Manager



Mark Perron, P.E.
Consultant Project Manager



Adin McCann, P.E.
Environmental Lead

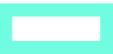


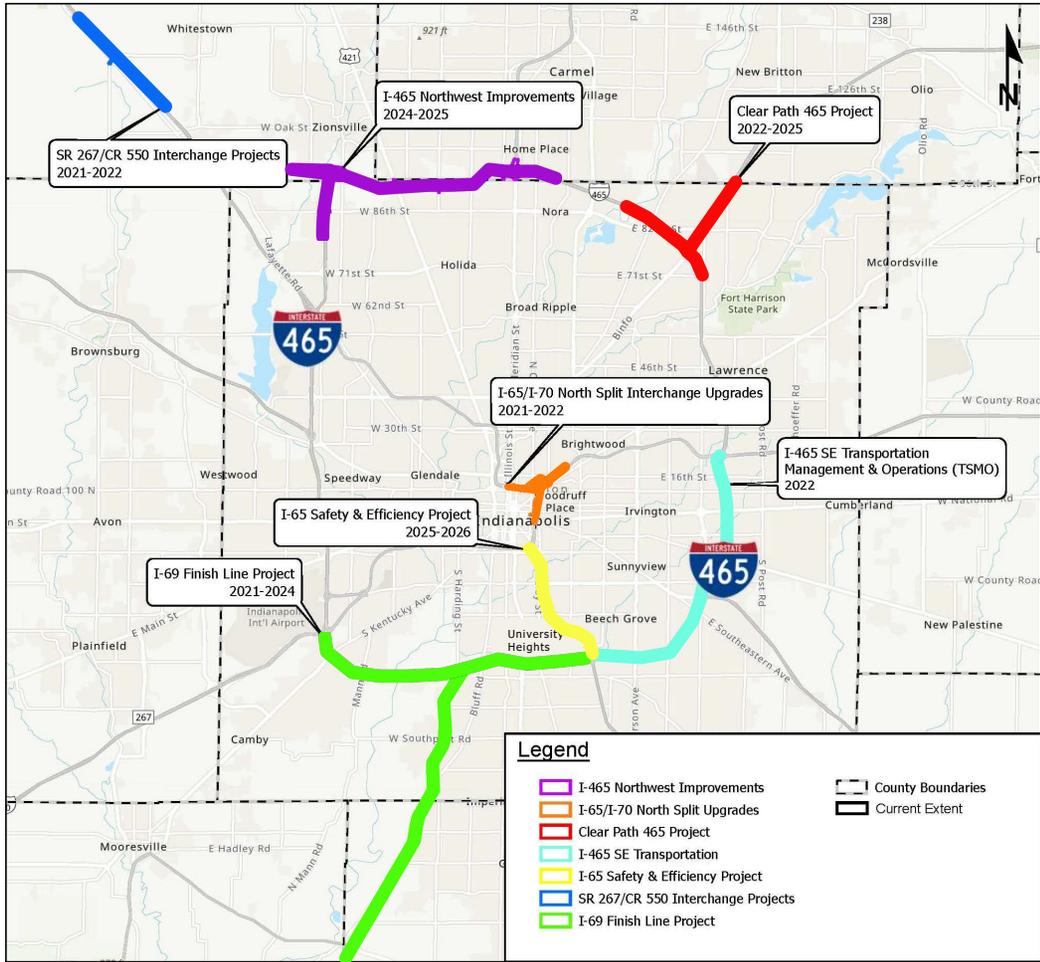
Alex Lee, AICP
Public Involvement Lead



Regional Projects



-  SR 267/CR 550 Interchange (2021-2022)
-  I-465 Northwest Improvements (2024-2025)
-  Clear Path I-465 Project (2022-2025)
-  North Split Interchange Reconstruction (2021-2022)
-  I-465 SE Transportation Management & Operations (TSMO) (2022)
-  I-65 Safety & Efficiency Project (2025-2026)
-  I-69 Finish Line Project (2021-2024)

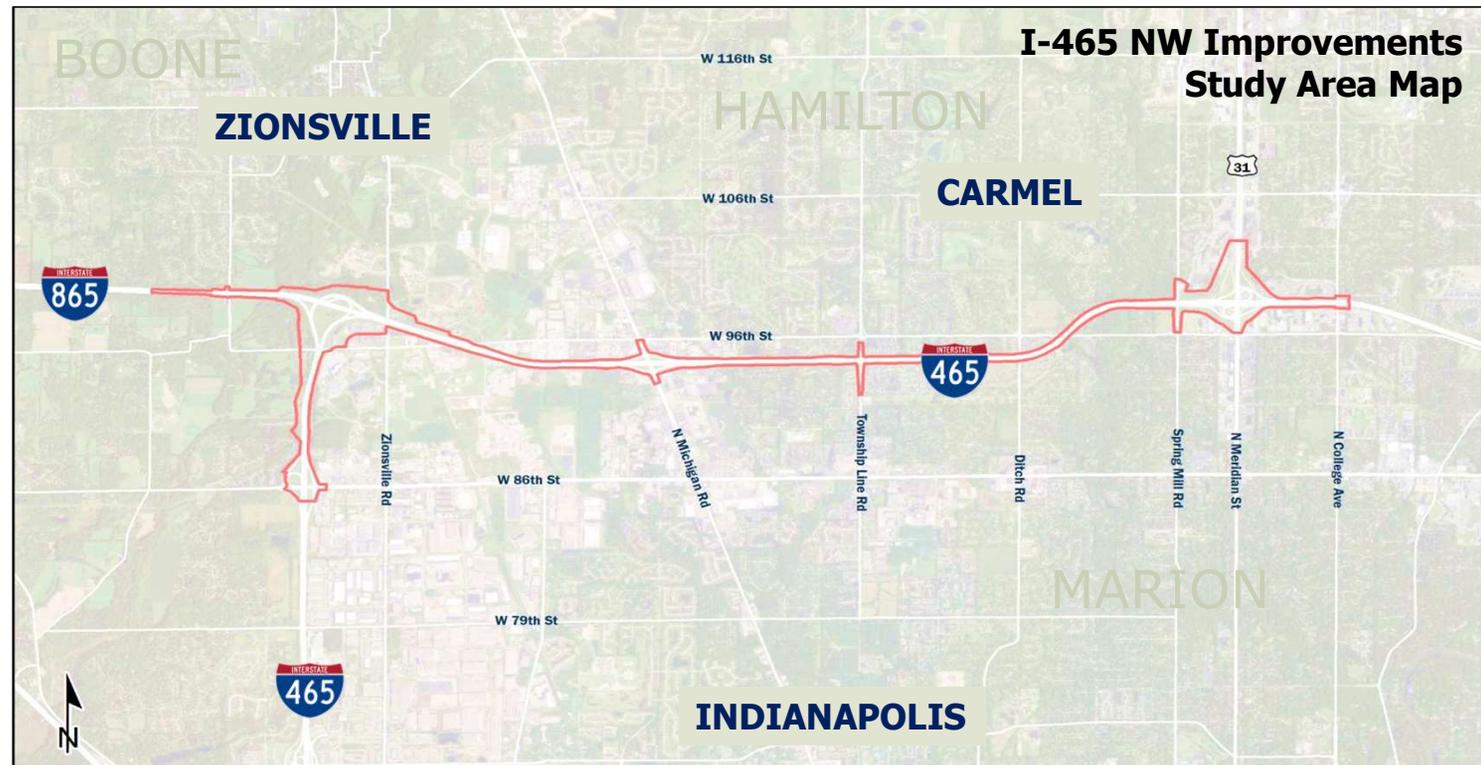


Study Area



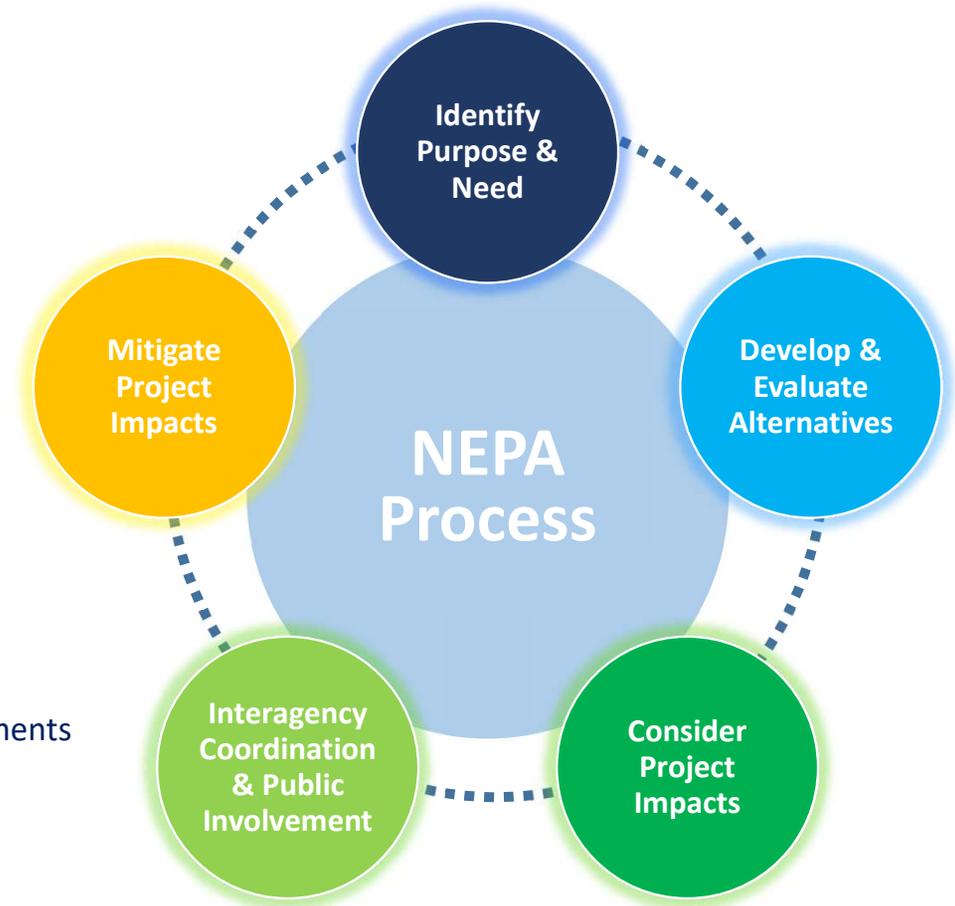
- **Quick Facts**

- **8.0 miles along I-465**
- **0.5 miles along I-865**
- **3 Interchanges**
 - I-465/865
 - US 421
 - US 31
- **3 Counties**
 - Boone
 - Hamilton
 - Marion
- **3 Cities**
 - Carmel
 - Indianapolis
 - Zionsville



Purpose of NEPA

- **National Environmental Policy Act (NEPA)**
 - Define Purpose & Need
 - Why is a project needed?
 - Develop and Evaluate Alternatives
 - Reasonable solutions based on purpose and need
 - Consider Project Impacts
 - Environmental, Social, & Economic Effects
 - Mitigate Unavoidable Impacts
 - Primary focus is on avoidance and minimization
 - Interagency Coordination & Public Involvement
 - Federal, state, and local partners, as well as Tribal governments
 - Opportunities to meaningfully participate and comment



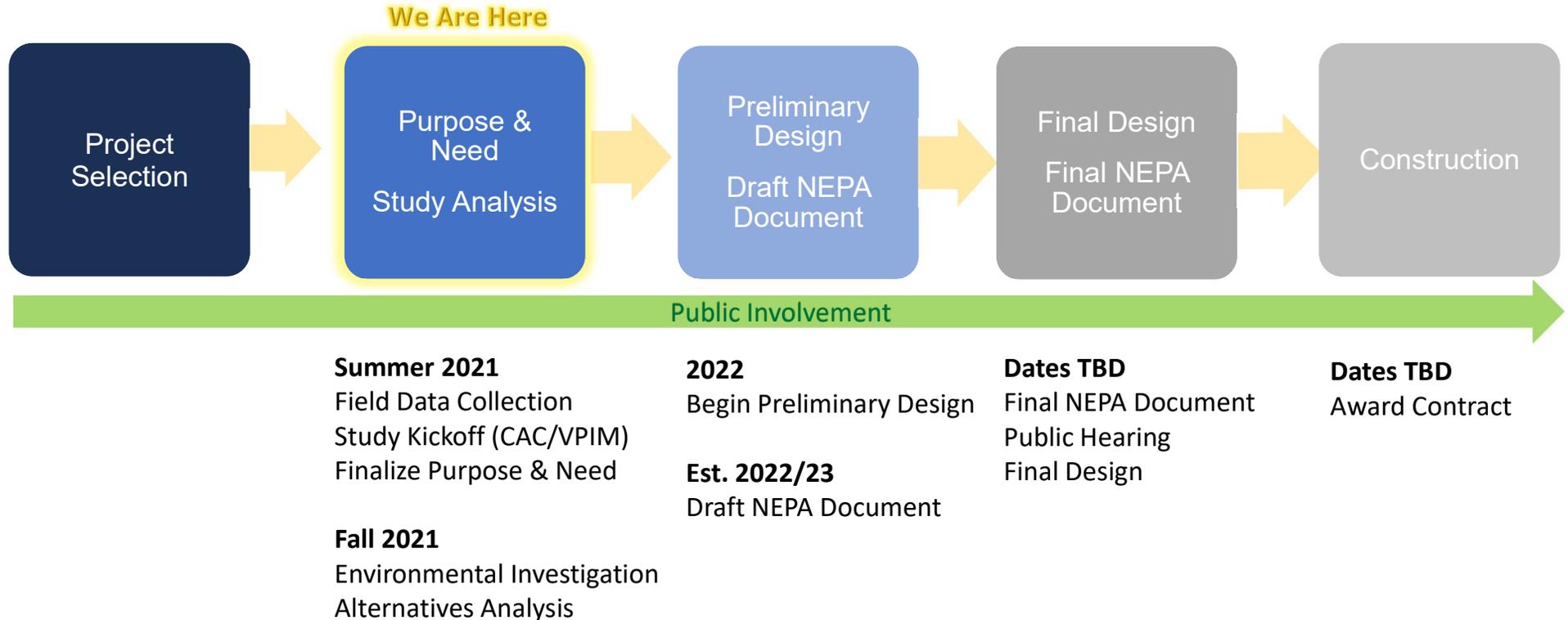
Environmental Considerations



- **Streams, Wetlands & Other Waters**
- **Floodplains**
- **Endangered & Threatened Species**
- **Cultural Resources**
- **Parks, Trails & Recreational Lands**
- **Air Quality**
- **Right-of-Way/Relocations**
- **Noise**
- **Community Impacts**
- **Environmental Justice (EJ)**
- **Hazardous Materials**
- **Permits**
- **Mitigation**
- **Public Involvement**

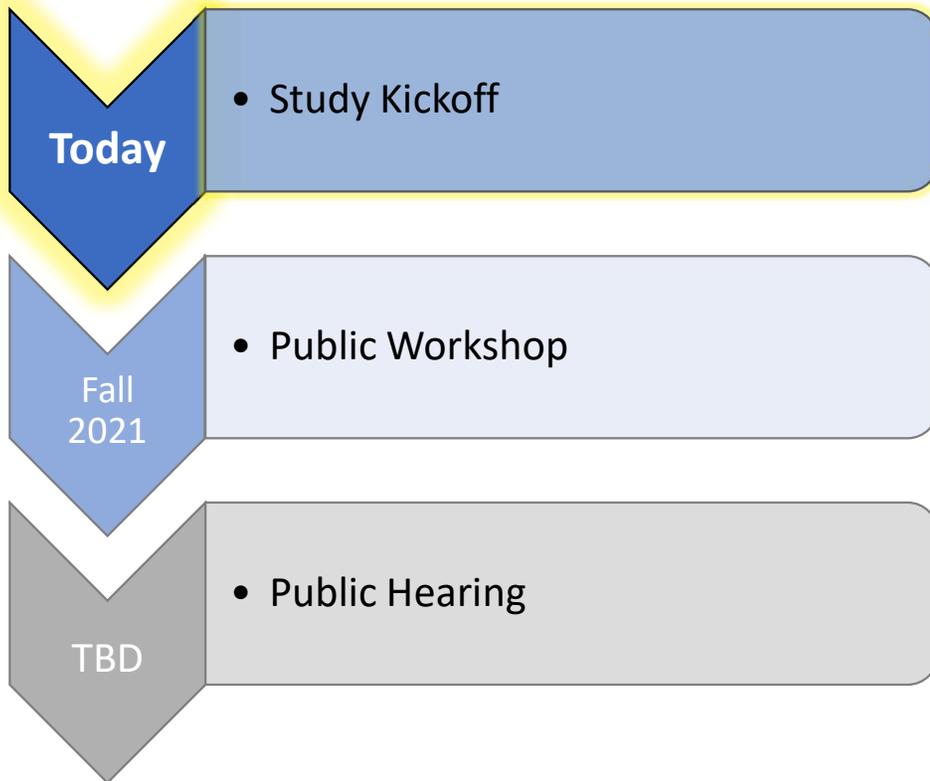
Project Development Process

- Environmental Documentation – Classification undetermined



Public Engagement

- Meet approximately 3 times throughout the study



Project Purpose and Need

- **Project will Address 4 Key Issues:**

- Poor Traffic Operations & Congestion
- Recurring Safety Concerns
- Deteriorated Bridges
- Undesirable Geometry



Project Need – Traffic Operations & Congestion

- **Level of Service (LOS)**

- Uses “grades” on a letter scale from LOS A (best) to LOS F (worst)
- Relates to roadway operations not the physical condition of the roadway

- **Current & Future LOS Conditions**

- Numerous locations currently operate at LOS D or worse in one or both peak hours
- By 2045, it is anticipated that most of the corridor will operate at LOS F during the AM and PM peak periods

Level of Service (LOS)	Description of Operations
A	Traffic is free-flowing with almost complete freedom to maneuver.
B	Traffic is reasonably free-flowing with slightly reduced freedom to maneuver.
C	Traffic is stable, but freedom to maneuver is noticeably restricted.
D	Traffic flow is stable but freedom to maneuver is more noticeably restricted. Small incidents result in reduced speeds and backups (queuing).
E	Traffic is unstable with reduced speeds and no gaps between vehicles. Small incidents cause major queuing.
F	Traffic flow has broken down. Traffic volumes are high with long queues and stop-and-go conditions.

Minimum target for the I-465 Northwest Improvements Project is LOS D with LOS C desired

Project Need – Traffic Operations & Congestion



- **LOS Summary for I-465 Mainline (Northbound to Eastbound Direction)**

Northbound to Eastbound I-465 Mainline Movements		Level of Service (LOS)			
		Base Year (2020)		Design Year (2045)	
Location	# of Existing Lanes	AM	PM	AM	PM
Between 86 th Street and I-865 (weave)	3	C	D	E	E
Inside I-865 Interchange	2	E	E	F	F
Between I-865 and US 421	3	D	D	F	F
Exit to US 421	1	D	D	F	F
Inside US 421 Interchange	3	C	C	F	E
Entrance from US 421	3	D	D	F	F
Between US 421 and US 31	3	D	D	F	F
Inside US 31 Interchange	3	C	C	D	D

Project Need – Traffic Operations & Congestion



- **LOS Summary for I-465 Mainline (Westbound to Southbound Direction)**

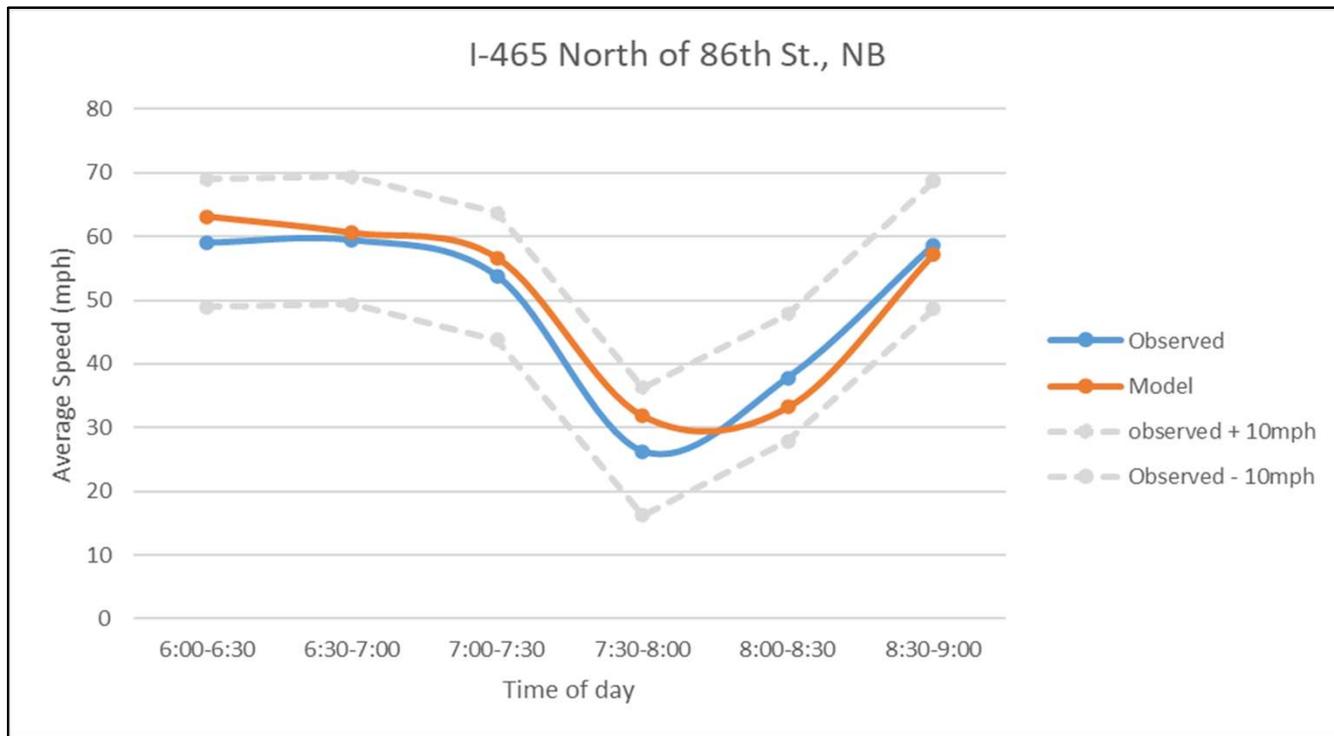
Westbound to Southbound I-465 Mainline Movements		Level of Service (LOS)			
		Base Year (2020)		Design Year (2045)	
Location	# of Existing Lanes	AM	PM	AM	PM
Inside US 31 Interchange	3	C	C	D	D
Entrance from US 31	1	D	D	F	F
US 31 to US 421	3	D	D	F	F
Exit to US 421	1	E	D	F	F
Inside US 421 Interchange	3	C	C	D	E
Between US 421 and I-865	3	E	F	F	F
Inside I-865 Interchange	2	E	E	F	F
Between I-865 and 86 th Street	3	C	C	D	D

Project Need – Traffic Operations & Congestion



- **NB I-465 Inside I-865 Interchange**

- Traffic speeds drops to 25-30 mph during AM Peak Hour (7-9 AM)



Project Need – Traffic Operations & Congestion

- **EB I-465 West of US 421 Interchange**

- Capacity Problems (3 Lanes)
- Heavy Peak Hour Queues
- US 421 On-Ramp Merges onto I-465
- Design Year (2045) LOS = F (AM/PM)

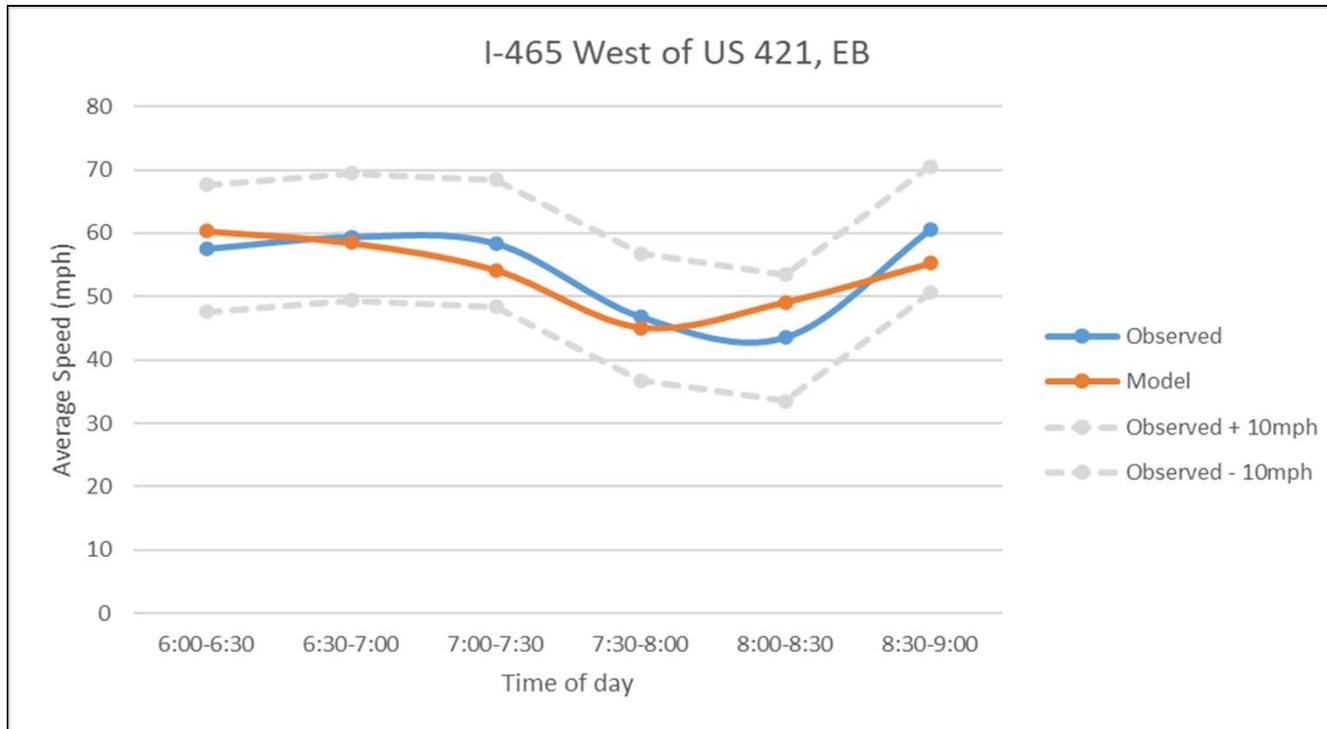


Project Need – Traffic Operations & Congestion



- **EB I-465 West of US 421 Interchange**

- Traffic speeds drops to 45 mph during AM Peak Hour (7-9 AM)



Project Need – Traffic Operations & Congestion

- **SB US 31 to WB I-465 Ramp**

- Ramp drops to 1 lane
- Heavy peak hour queues
- Design Year (2045) LOS = F (AM/PM)

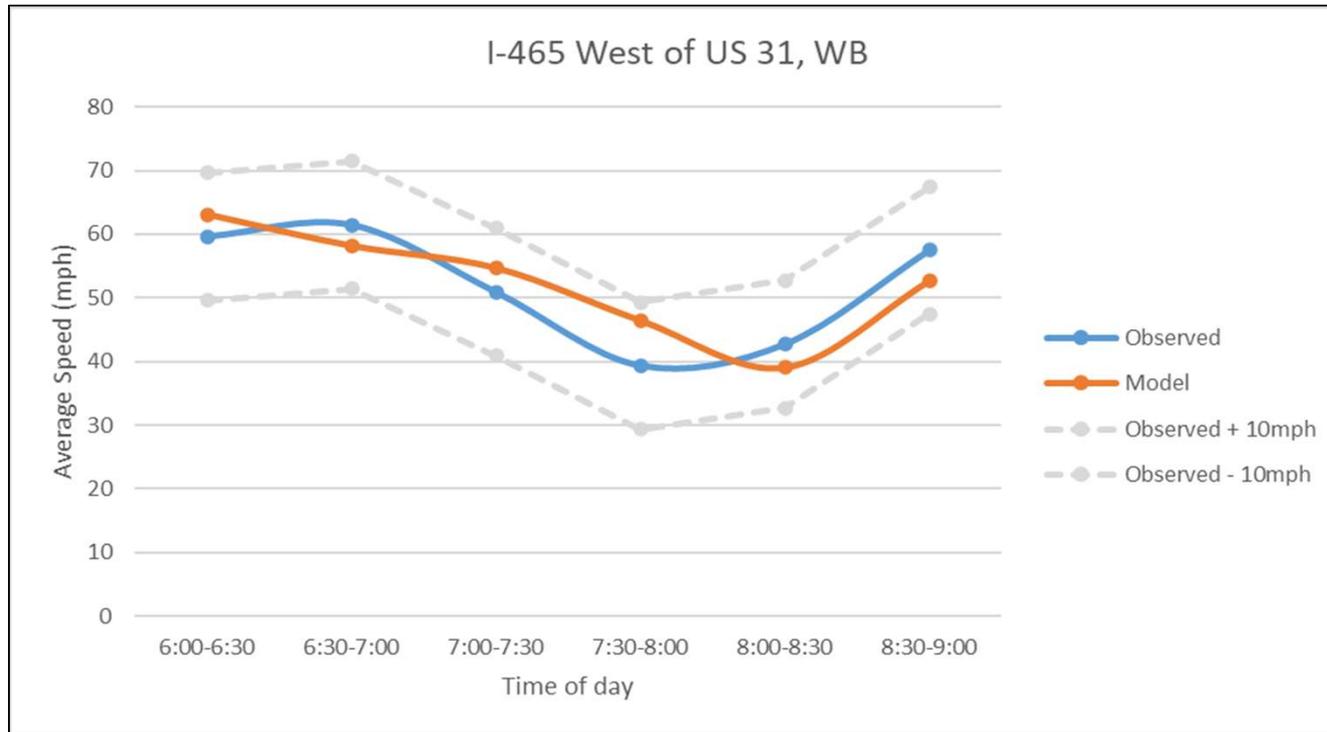


Project Need – Traffic Operations & Congestion



- **WB I-465 West of US 31 Interchange**

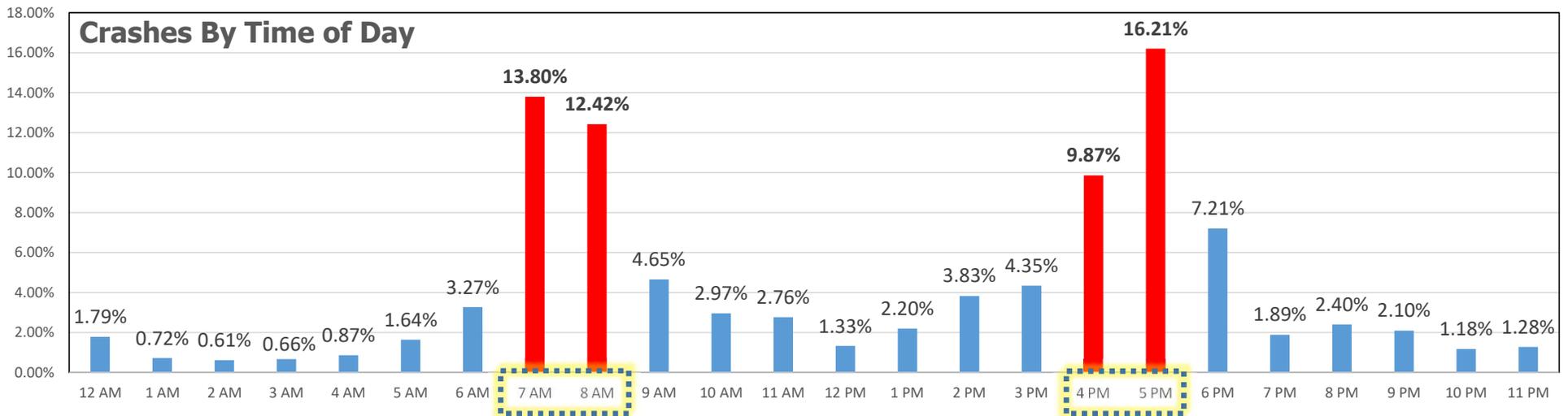
- Traffic speeds drops to less than 40 mph during AM Peak Hour (7-9 AM)



Project Need – Recurring Safety Issues

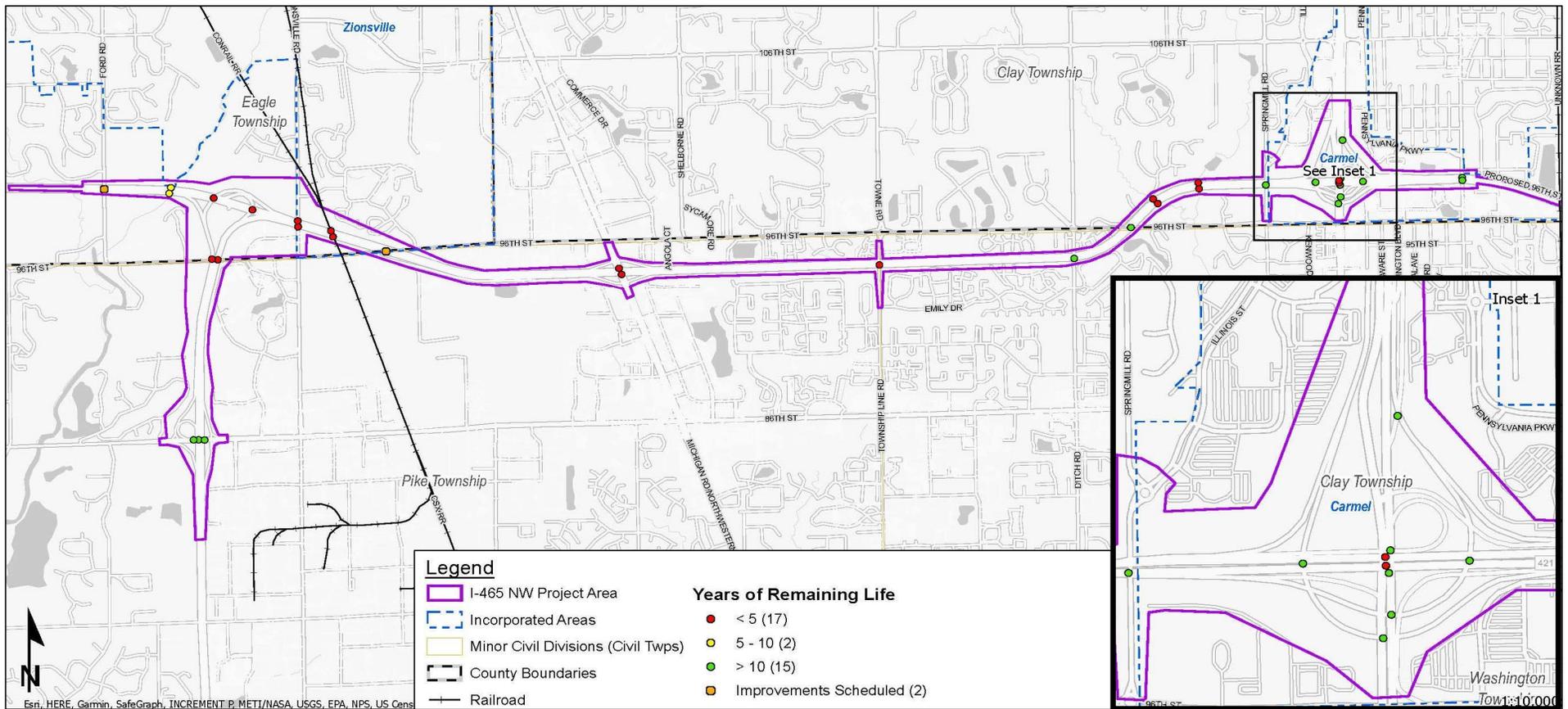
- **I-465 from W. 86th Street to College Avenue**

- 2017–2019: 1,900+ reported crashes (~2/day)
- 1,249 rear-end crashes (approx. 64%)
- 309 side-swipe crashes (approx. 16%)



Project Need – Deteriorating Bridges

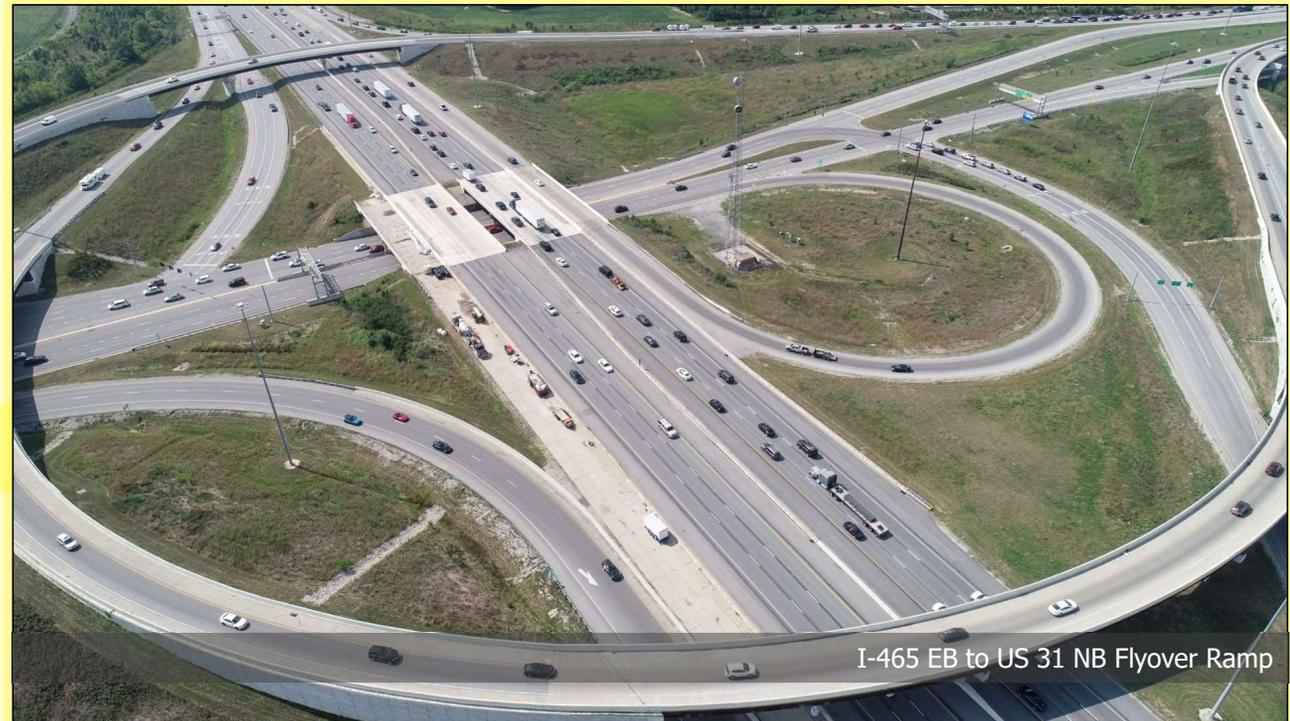
17 of 36 Bridges have less than 5 years of service life remaining - (47%)



Project Need – Necessary Refinements

- **I-465/US 31 Interchange**

- Horizontal and Vertical Curvature
- Weave Sections
- Anticipate growth along US 31
- I-465 traffic arrives at US 31 more efficiently



We Need Your Input On....

- Corridor Needs
- Community Issues
- Cultural and Sensitive Resources

Please provide your input
by
October 8, 2021

LET'S

TALK



Project Team Contact Information



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Project Information



For the most up-to-date information, please visit our project website: www.in.gov/indot/projects/home/i-465-northwest-improvements-project



If you'd like to provide study comments, please contact:

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Please mention "I-465 Northwest" in your correspondence

Questions & Discussion



Thank You
for Participating!